

OFFICIAL RANGE OF STOCKS.

Corrected Daily by H. E. Boykin.

Stocks, Bonds, Cotton, Grain, Etc., Room 2, Braxton Building.

	Open.	High.	Low.	Close.
Anacosta	279 1/2	279 1/2	273 1/2	276 1/4
Allis-Chalmers	22 1/2	22 1/2	21 5/8	22
Amalgamated Copper	112 1/2	113	110 5/8	111 3/8
American Car and Foundry	44	44	42 7/8	43 5/8
American Cotton Oil				
American Locomotive	68 3/4	68 3/4	67 3/4	68 1/2
American Smelting	160 1/4	160 1/4	157 7/8	158 1/4
American Sugar	140 1/4	140 3/4	138 5/8	139 1/4
Atchafalpa	93	93	91 1/2	91 1/2
Atchafalpa, preferred				
Atlantic Coast Lin.				
Baltimore & Ohio	112	112 1/8	111 1/4	111 1/2
Brooklyn Rapid Transit	87	87 1/8	85 1/2	86 1/8
Canadian Pacific	173 3/4	173 3/4	172 3/4	173 1/4
Chesapeake & Ohio	59	59 3/8	58 1/4	58 3/4
Chicago Great Western	21 5/8	21 5/8	21	21 3/8
Chicago, Mil. & St. Paul	177 1/4	177 1/4	174 3/4	176 1/8
Colorado Fuel and Iron	62	62	60 1/8	60 7/8
Distillers' Securities	59	59	57 7/8	57 7/8
Erle	44 3/4	44 7/8	43 3/4	44 1/8
Erle, first preferred				
Hilltop Central	173	173	172 1/2	173
Louisville & Nashville	150 1/4	150 1/4	148 1/8	149 1/2
Manhattan				
Metropolitan Street Railway	116 1/2	116 3/4	115 1/2	116 3/4
Metropolitan Street Ry. Securities				
M. K. & T., preferred	24 3/4	25 1/8	24 1/2	24 1/2
M. K. & T., preferred	35 3/4	35 3/4	34 1/2	34 1/2
Missouri Pacific	72 5/8	72 5/8	72	72
National Lead	95 7/8	95 7/8	94 3/4	95
National Lead	83 1/2	83 1/2	81 7/8	82 1/4
New York Central	143 1/4	143	142	143
N. Y. O. & W.	50 7/8	51	50 1/2	50 3/4
Norfolk & Western	91 1/4	91 5/8	90 5/8	91 3/8
Pacific Mail				
Pennsylvania	142 1/2	142 1/2	141 1/8	141 5/8
People's Gas	94 1/8	94 1/8	93 7/8	93 7/8
Pressed Steel Car	56 1/2	56 5/8	56	56
Reading	136	136 1/2	134	134 1/4
Republic Iron and Steel	31 1/2	31 1/2	30 1/4	30 1/2
Republic Iron and Steel, preferred	102 3/4	102 7/8	102 3/4	102 7/8
Rock Island	27 1/2	27 1/2	27	27 1/4
Rock Island, preferred				
Sloss-Sheffield	82	82	79 1/2	82
Southern Pacific	68 7/8	68 7/8	66 3/4	67 1/4
Southern Railway	40 1/4	40 1/4	39 5/8	39 5/8
Southern Railway, preferred				
Tennessee Coal and Iron				
Texas & Pacific				
Union Pacific	157	157	154 5/8	155 1/4
United States Rubber	53	53 3/4	53	53 1/4
United States Steel	42 1/4	42 1/4	41 1/8	42 5/8
United States Steel, preferred	108 1/2	108 1/2	107 3/8	108
Virginia-Carolina Chemical	19 1/2	19 3/4	19 1/4	19 3/4
Virginia-Carolina Chemical, preferred				
Wabash	21 1/2	21 7/8	21 3/8	21 1/2
Wabash, preferred	48 1/2	49	47 3/4	47 3/4
Western Union Telegraph Company	92 1/2	92 1/2	92 3/8	92 3/8
Total sales, 1,236,800 shares.				

STOCKS AND BONDS

Market Breaks as the News of Catastrophe Reaches Street.

ROOSEVELT STIRS UP THE BROKERS

Many Different Reports Cause Tension in the Street—Anthracite Strike a Foregone Conclusion—Presidential Message Has Disquieting Effect.

(By Associated Press.)
NEW YORK, April 18.—Wall street's eager attention to the news from San Francisco, in common with the rest of the world, and the terrible calamity, played no small part in the weakness of stocks today.
This factor was supplemented by the rumor that the miners' strike in the anthracite region was inevitable.
The steps taken in Washington toward furthering proceedings against the coal carrying roads, the special message from the President calling for further measures against the trusts caused considerable selling.
Sales for the London account made an additional burden of the market.
The combined effect of these factors was heavy liquidation throughout the day, which carried prices comprehensively to a lower level. There was no effective stocks of the United Railway Investment Company, which represents the holdings of the San Francisco street railway lines; which declined 2 1/2 points for common and for preferred 1 1/2 points. The net loss of the common was 16 1/2 and for the preferred 10 points.
Coverings by short to take profits on the day's decline induced a considerable rally in the final hour, but it was poorly held and irregular.

New York Money Market.
NEW YORK, April 18.—Money on call, easy; 3 1/2 per cent.; lowest, 3; ruling rate, 3 1/2 3/4; closing bid, 3 1/2; offered, 4. Time loans, slightly easier. Prime mercantile paper, 5 1/2 to 6 per cent. Sterling exchange, steady at 48 1/2 to 48 5/4 for demand. Commercial bills, 48 1/4.

Baltimore Produce Market.
BALTIMORE, MD., April 18.—Flour, firm and unchanged.
Wheat, dull; spot contract, 87 1/4 3/8; 3 1/2; southern by sample, 75 1/2 3/8. Corn, steady; spot 53 1/8; southern white 52 1/4.
Oats easier; No. 2 mixed, 37 1/2. Rye firmer; No. 2 western, 71 1/2. Butter steady and unchanged. Eggs, steady at 16.

Chicago Grain Market.
CHICAGO, April 18.—Apparent congestion in the May delivery had a strengthening effect today on the local wheat market. At the close the May option was up 3/4. Corn was down 1/4 1/4. Oats were up 1/2. Provisions were unchanged to 5 cents lower.
The opening and closing figures of the leading futures ranged as follows:
Wheat No. 2: May, 80 7/8 1/2; 3 1/2; July, 79 3/8—79 3/8; September, 78 1/4 1/8 3/8—77 5/8.
Corn No. 2: May, 47—46 3/8; July, 46 1/4—46 1/4; September, 46 1/2 1/4.
Oats No. 2: May, 31 7/8—31 1/4 3/8; July, 30 7/8—31 1/4 1/8; September, 29 5/8 1/2 3/4—29 7/8.

EARTHQUAKE KILLS THOUSAND PERSONS

(Continued from Page 4.)

debris. These were incinerated and there is no possibility of learning their identity.

Business District Wiped Out.
9 p. m.—Practically the entire district south of Market street, from the water front to the Mission has been swept clear by the flames.

It is reported that the mint in San Francisco is ablaze and from the outside indications it will be impossible to save it. The fire surrounds it on every hand.

CONGRESS ORDERS THE ARMY TO AID IN THE RESCUE WORK

War, Navy and Treasury Departments Are Instructed to Assist the Californians.

WASHINGTON, D. C., April 18.—The following resolution authorizing all possible aid to be extended the sufferers from the San Francisco earthquake was adopted by the House today:

"Resolved, by the Senate and House of the United States of America in Congress assembled, that the secretary of war be, and he is hereby authorized and directed to loan to the mayors of the cities of San Francisco, Berkeley, Oakland, Alameda and such other cities on the Pacific coast as have sustained damage under such regulations and restrictions as he may deem proper a sufficient number of tents to temporarily shelter such persons as may have been rendered homeless and lost property by the earthquake of this date and

attending conflagration and to issue rations, supplies and render to such as are destitute and unable to provide for themselves;

"Be it further provided, that the secretary of the navy also hereby directed to co-operate with the secretary of war in extending relief and assistance to the stricken people herein referred to the extent of the use of the naval vessels, revenue cutters and supplies under the control of the Pacific coast."

RAILROAD TRACKS DROP OUT OF SIGHT IN MARSHES

Thousands of Feet of Rails Disappear as a Result of the Shock—Sacramento Not Hurt.

SACRAMENTO, CAL., April 18.—The severest earthquake shock felt in this city in many years occurred at 5:13 o'clock this morning. Buildings rocked like cradles. Many clocks stopped. No serious damage was done here.

Telegraph and telephone wires are prostrated between Sacramento and San Francisco.

Chimneys and water tanks were shaken down at Suisun, Solano county and at Tracy, San Joaquin county. A short time after the shock a message came from Suisun, stating that a long section of the Southern Pacific track had disappeared from view. It was learned later that at one place between Sprig and Lea stations in the Suisun marshes for a distance of one mile and a half the track had sunk three to six feet and at another point near 1,000 feet of track went out.

Trains which were dispatched for San Francisco had to be brought back and sent by the Lathrop route. track went the track sunk by the earthquake is near the place where a loaded passenger train came near going out of sight.

A short distance below Suisun a Southern Pacific switch engine sank into the ground for a distance of three feet, not far from where the tracks disappeared. A railroad dispatch said the shock was felt as far east as Hazen, Nevada, about fifty miles beyond Wadsworth.

A hotel in the town of Collierville, on the Sacramento river was wrecked by the earthquake shock. No one was injured there.

MR. CUMMING'S MOTHER IS OUT IN CALIFORNIA

Makes Her Home With Her Daughter, Mrs. Frank Hess, in Berkeley, a Suburb of the City.

(Special to the Daily Press.)
HAMPTON, VA., April 18.—Mr. James M. Cumming is among the Hamptonians who are greatly exercised over the reports from San Francisco.

Mr. Cumming's mother lives with his sister, Mrs. Frank Hess, in Berkeley, a fashionable suburb of San Francisco. Mrs. Cumming is now more than 74 years old.

Although Mr. Cumming made many attempts to get a message through to California he was unable to accomplish it.

Mr. Hess is an assistant superintendent of the Southern Pacific railway, with headquarters at San Francisco.

FUNSTON CALLS FOR FOOD FOR HOMELESS SUFFERERS

Army Officer Does Not Wait For Instructions, But Does All He Can to Relieve Distress.

WASHINGTON, D. C., April 18.—Upon hearing the news of the San Francisco earthquake, Assistant Secretary of War Oliver, in the absence of Secretary Taft, who was at the capitol, telegraphed Major General Greely, commanding the Pacific division, instructing him to co-operate with the local authorities and to use all resources at his command to assist in alleviating the situation there.

The first message received from General Funston arrived here at 11:40 o'clock tonight. It was addressed to Secretary Taft. The message follows:

"We need thousands of tents and all the rations that can be sent. The business portion of the city destroyed and about 100,000 people homeless. Fire still raging. Troops all on duty assisting the police. Loss of life probably 1,000. Best part of residence district not yet burned.
FUNSTON."

LOSS OF LIFE ENORMOUS.

Fire Adds to the Horror—People Rush Into Streets Panic Stricken.
SAN FRANCISCO, April 18.—San Francisco was practically wrecked

(Continued on Page Eight.)

H. E. BOYKIN

Rm 2, Braxton Building.
2711 Washington Ave.
Bonds, Stocks, Cotton, Grain and Provisions bought and sold outright or carried on margin. Private wires to New York and Chicago. Correspondents M. J. Sage & Co., New York.

TRANSPORTATION GUIDE

SEABOARD
AIR LINE RAILWAY.
SHORT LINE TO PRINCIPAL CITIES OF THE SOUTH AND SOUTHWEST, FLORIDA, CUBA, TEXAS, CALIFORNIA AND MEXICO, REACHING THE CAPITALS OF SIX STATES.

Schedule in Effect July 2d, 1905.

Route.	No. 41.	No. 83.
Lv Norfolk	9:00 a.m.	8:24 p.m.
(via Fern.)		
Lv Portsmouth	9:25 a.m.	8:59 p.m.
Lv Suffolk	9:54 a.m.	9:28 p.m.

Ar Lewiston N. C.	1:00 p.m.	
Lv Weldon	11:55 a.m.	11:30 p.m.
Lv Henderson	2:10 p.m.	1:44 a.m.
Lv Raleigh	4:00 p.m.	3:25 a.m.
Ar Southern Pines	6:16 p.m.	5:38 a.m.
Ar Hamlet	7:30 p.m.	6:45 a.m.
Ar Wilmington		12:45 p.m.

Ar Charlotte	10:45 p.m.	10:00 a.m.
Lv Hamlet	10:15 p.m.	6:45 a.m.
Lv Columbia	12:20 a.m.	10:00 a.m.

Ar Augusta		5:20 p.m.
Ar Savannah	4:45 a.m.	2:20 p.m.
Ar Jacksonville	8:55 a.m.	6:50 p.m.

Ar Tampa	6:35 p.m.	7:35 a.m.
Lv Hamlet, N. C.	10:15 p.m.	7:20 p.m.
Ar Athens	6:03 a.m.	2:22 p.m.
Ar Atlanta	7:40 a.m.	3:40 p.m.
Ar Birmingham		9:25 p.m.

Ar Macon	11:10 a.m.	7:20 a.m.
Ar Montgomery	6:25 p.m.	9:20 p.m.
Ar Mobile		2:55 a.m.
Ar New Orleans		7:15 a.m.

Ar Chattanooga	1:00 p.m.	9:05 p.m.
Ar Nashville	6:55 p.m.	6:40 a.m.
Ar Memphis	8:45 a.m.	8:45 p.m.

Suffolk & Carolina R. R. train en route from Elizabeth City, N. C., and intermediate points arrive Portsmouth 10:15 a. m., daily; returning leaves Portsmouth, 4:55 p. m., except Sunday. Sunday, 7:00 p. m.

Connections at Jacksonville and Tampa for all Florida East Coast Points, Cuba and Porto Rico.

Only line out of Norfolk operating through sleeper to Charlotte, N. C. No. 32 arrives at Portsmouth daily at 8:00 a. m.

No. 38 arrives at Portsmouth daily at 5:30 p. m.

J. W. BROWN, Jr.,
Passenger Agent, cor. Main and Granby Sts., New Atlantic Hotel Bldg., Norfolk, Va.

SOUTHERN RAILWAY

DOUBLE DAILY SCHEDULE TO ALL POINTS SOUTH AND WEST. THROUGH PULLMAN CAR TO CHARLOTTE.

IN EFFECT JANUARY 25, 1906.

Lv. Newport News		
C. & O. Ry.	7:40 a.m.	5:35 p.m.
Ar. Norfolk	8:30 a.m.	6:25 p.m.

9:30 a. m.—Daily. Local for Suffolk, Franklin, Emporia, Danville and intermediate stations. Close connections made at Danville with fast through trains carrying Pullman sleeping cars and through coaches to all points South and West.

9:30 a. m.—Daily. Local to Clarksville, Oxford, Durham and intermediate stations. Arrive Durham 6:35 p. m.

7:30 p. m.—Daily. Fast Express train for all points South and West, carrying through Pullman sleeping car to Charlotte.

7:30 p. m.—Daily except Sunday, for Durham and intermediate stations. Trains arrive Norfolk 8:35 a. m. and 6:35 p. m.

City Ticket Office, 95 Granby Street, (Monticello Hotel.)

STANTON CURTIS,
Passenger Agent, Norfolk, Va.
H. B. SPENCER, General Manager.
W. H. TAYLOR, G. P. A.,
Washington, D. C.

STEAMSHIP COMPANIES.

Old Dominion Line
DAILY SERVICE
FOR NEW YORK—From Company's Wharf, Norfolk, every week day, at 7:00 p. m.

FARE—First-class, one way, \$8.00. meals and stateroom, berth included. Round trip, limit thirty days, \$14.00. Steerage, without subsistence, \$5. Tickets on sale at C. & O. Railway Ticket Office.

NIGHT LINE BETWEEN NEWPORT NEWS AND RICHMOND
Steamers Brandon and Berkeley leave Pier "A" 8:30 every evening, passengers only.

Steamer Hampton will leave Pier "A" daily, except Sunday, at 9 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer Accomac will leave Pier "A" daily, except Sunday at 9 a. m., going to Smithfield and about 2:30 p. m., going to Norfolk.

All business between New York and Newport News transacted at Pier 6. All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A," foot of Twenty-fifth street.

JOHN NICHOL,
Acting General Agent.
H. B. WALKER,
Vice-Pres. and Traffic Man.

TRANSPORTATION GUIDE

Norfolk and Newport News Express.
PINE BEACH ROUTE.
IN EFFECT NOVEMBER 19, 1905.
Connecting with the fast iron steamer ENDEAVOR.

Leave Norfolk for Newport News—6:20, 7:30, 9:00, 10:30, 12:00, 1:30, 3:00, 4:30, 6:00, 7:30. (Saturday and Sunday only, 10:00 p. m.)
Leave shipyard, Newport News, for Norfolk—7:15, 8:45, 10:15, 11:45, 1:15, 2:45, 4:15, 5:45, 7:15, 8:15. (Saturday and Sunday only, 10:45 p. m.)
Schedule cards of local cars at ticket office, Atlantic Street, Norfolk.
LATE BOATS, MONDAY, FRIDAY—EXTRA.
GEO. W. HATCH, Supt., Norfolk, Va.
H. H. CARR, Gen'l Mgr., Hampton, Va.

Chesapeake & Ohio Railway

HOURS THE QUICKEST LINE
See E. W. Robinson, Agent C. & O. Ry. Before Arranging for your trip. Through Trains Vested, Electric Lighted, Steam Heated, Dining Cars a La Carte through the grandest scenery East of the Rocky Mountains.
For Richmond, Cincinnati, Indianapolis, St. Louis, Chicago, Louisville, Nashville, Memphis, West and Southwest:
10:10 A. M., and 5:25 P. M. daily.
Local for Richmond and James River Points:
7:40 A. M., week days.
Local for Richmond:
5:40 P. M., week days.

STEAMSHIP COMPANIES.

Norfolk & Washington Steamboat Company
The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows:
NORTHBOUND.
Leave Portsmouth, foot of North street 5:00 p.m.
Leave Norfolk, foot of Water street 6:00 p.m.
Leave Old Point Comfort 7:00 p.m.
Arrive in Washington 7:00 a.m.
Arrive in Philadelphia 10:00 a.m.
Penna. R. R. 10:50 a.m.
Arrive in Philadelphia, B. & O. R. R. 11:10 a.m.
Arrive in New York, Penn. R. R. 11:10 a.m.
Arrive in New York, B. & O. R. R. 12:00 p.m.
SOUTHBOUND.
Lv. New York, Penn. R. R. 12:00 p.m.
Lv. New York, B. & O. R. R. 1:00 p.m.
Lv. Philadelphia, Penn. R. R. 2:55 p.m.
Lv. Phila. B. & O. R. R. 2:08 p.m.
Ar. Washington, Penn. R. R. 6:10 p.m.
Ar. Washington, B. & O. R. R. 6:50 p.m.
Lv. Washington 6:30 p.m.
Ar. Old Point Comfort 7:00 a.m.
Ar. Norfolk 8:00 a.m.
Ar. Portsmouth 8:30 a.m.
Daily. **Daily except Sunday.
The trip down the historic Potomac River and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are fitted up in the most luxurious manner, with electric lights, call bell and steam heat in each room. The tables are supplied with every delicacy of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms and further information apply to D. J. CALLAHAN, Agent, Norfolk, Va.

Merchants' & Miners' Transportation Co.'s

Steamship Lines for Boston, Providence and Baltimore.
Leave Newport News, via Norfolk, for Boston every Tuesday, Wednesday, Friday and Sunday. Leaves for Providence every Monday, Thursday and Saturday, sailing from Norfolk at 6:00 p. m.
Leave Newport News for Baltimore daily, except Tuesday and Wednesday, at 6 p. m., connecting for Washington, Philadelphia and New York.
Fare to Baltimore, one way, \$3.00; round trip, \$5.00, including stateroom berth. Accommodations and cuisine unequalled.
Freight and passengers taken for all points North and South. Steamers leave Baltimore, foot of Long Dock, daily, promptly at 6 p. m.
Only line running a Sunday steamer between Newport News and Baltimore.
For further information apply to D. R. McNICOLL, Agent.
Newport News, Va.
W. P. TURNER, G. P. A.
J. C. WHITNEY, A. D. STEBBINS,
2d V. P. & T. M. Gen'l Mgr.
General Offices, Baltimore, Md.

Clyde Steamship Co.

Steamers to Philadelphia
MONDAY, THURSDAY and SATURDAY.
Sailing from Philadelphia.
TUESDAY, THURSDAY and SATURDAY.
Freight received and delivered daily at C. & O. Pier No. 6, Office, River Road.
JAS. W. McCARRICK,
Gen. Southern Agent

1 CENT IS ALL IT WILL COST YOU

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DO NOT BUY A BICYCLE from anyone, or on any kind of terms, until you have received our complete Free Catalogue, logues illustrating and describing every kind of high-grade and low-grade bicycles, old patterns and latest models, and learn of our remarkable LOW PRICES and wonderful new offers made possible by selling from factory direct to rider with no middlemen's profits.

WE SHIP ON APPROVAL without a cent deposit. Pay the Freight and allow 10 Days Free Trial and make other liberal terms which no other house in the world will do. You will learn everything and get much valuable information by simply writing us a postal.

We need a **Rider Agent** in every town and can offer an opportunity to make money to suitable young men who apply at once.

\$8.50 PUNCTURE-PROOF TIRES ONLY \$4.80
Regular Price \$8.50 per pair. We introduce a new kind of tire, called "Puncture-Proof," which will sell for only \$4.80 per pair. It is made of a special rubber compound, and is guaranteed to last for a year or more without a puncture. It is the only tire of the kind in the world. It is the only tire that is not punctured by nails, tacks, or glass. It is the only tire that is not punctured by stones or other hard objects. It is the only tire that is not punctured by anything. It is the only tire that is not punctured. It is the only tire that is not punctured. It is the only tire that is not punctured. It is the only tire that is not punctured. It is the only